

LABOR TO FIGHT SUITS AGAINST ADAMSON LAW

Brotherhood Heads Declare Their Purpose of Aiding Government in Every Way.

FIRST ACTION AT KANSAS CITY

Confer With President and Attorney-General—Author of Eight-Hour Measure Goes Over Legislative Program With Executive.

WASHINGTON, Nov. 20.—Heads of the railroad employees' brotherhoods, determined that the Adamson eight-hour law shall not be broken down, conferred here today with President Wilson and Attorney-General Gregory and their legislative representatives, declared their purpose to aid the government in every way in fighting injunction suits against the law, and to fight the law in the courts, if a working agreement with their allies, the railroad men of the American Federation of Labor.

When the government attorneys, G. Carroll Todd, assistant Attorney-General, Assistant Attorney-General Underwood and Frank Hageman, appear in the Federal court at Kansas City next Thursday to oppose the Union Pacific, Missouri Pacific, Toledo and Santa Fe suits against the Adamson law, they will be flanked by representatives of the brotherhoods. It is probable that the four brotherhood heads will be there. Messrs. Todd and Underwood left tonight for Kansas City. Great significance is attached to the announcement today that the brotherhood heads will address the American Federation of Labor convention in Baltimore tomorrow. Never before in the history of the organization have any of their members met in joint session, but their meeting at Baltimore will be the result of a carefully worked out agreement that the two forces shall join hands in working for the general betterment of the organized railway employees.

WILSON VIRTUALLY FINISHES HIS MESSAGE TO CONGRESS

After receiving the brotherhood heads and Chairman Adamson, author of the eight-hour law, President Wilson virtually finished his message to Congress, in which he will recommend completion of the railway legislative program outlined in his last session. These recommendations include provisions for the enlargement of the Interstate Commerce Commission and for compulsory investigation of railroad strikes. The latter is bitterly opposed by the brotherhood leaders.

Railroad executives argued only inconspicuously in today's activities here. Their representatives appeared before the Senate Interstate Commerce Committee and learned that their spokesmen would be heard on Thursday. Brotherhood representatives may appear before the committee later, but so far have not indicated formally their intention to do so.

Members of a committee of the Evansville, Ind., Chamber of Commerce called during the day to tell President Wilson that there would be a Middle States conference on the railroad problem in their city early in December. He told them he hoped there would be similar discussions of the problem in other sections of the United States, and he wished all business men would investigate the question in an open-minded way.

ADAMSON GOES OVER PLANS FOR RAILROAD LEGISLATION

Representative Adamson went over plans for railroad legislation fully with the President. Afterwards he said that he had no doubt that the eight-hour law would be upheld by the courts as constitutional, adding that the measure was very carefully framed by lawyers fully familiar with the situation and with the Constitution.

"I have a bill prepared for additional legislation to meet the situation, which I probably will introduce as soon as Congress convenes," he said. He added that he believed the Interstate Commerce Commission under existing laws already had the power to take wages into consideration in fixing freight rates.

President Wilson embodied a recommendation for legislation giving this power when addressing Congress on the threatened strike, but the Georgia Representative said he believed the President would agree with him in the end.

"I do not think there is anything in the talk that the railroad men will call a strike if the eight-hour law is pending in the courts," said Mr. Adamson. "In doing so they would be running directly contrary to public opinion, and that no man or body of men can afford to do."

Mr. Adamson also declared it was his personal opinion that the suits to test the constitutionality of the eight-hour law were brought in a further effort to secure advances in freight rates, and any definite assurances of increased rates were given, the cases would be pressed.

The brotherhood heads, still quite as uncommunicative as at the time of the conference which resulted in the signing of the Adamson law, appeared well pleased with the situation tonight. They were particularly elated over their talk with the President, and the prospects of addressing members of the federation in Baltimore tomorrow.

ONLY SAY FEW WORDS ABOUT HIS RE-ELECTION

"Of course, we said nothing to the President but a few words about his re-election," W. G. Lee, head of the trainmen, said with a laugh. "Naturally, coming from Ohio as I do, I had some things to say about how Ohio came to go Democratic as largely as it did."

No agreement exists between the brotherhoods and the federation leaders that an effort will be made to bring all railroad workers under an eight-hour law. Mr. Lee declared. He said the conference which led to an alliance between the organizations were productive only of an agreement to work for the general betterment of conditions among all organized railroad workers.

The conference at the Department of Justice today followed issuance of orders from the brotherhood heads to their offices in every city where a suit has been filed to be of all possible assistance to the government attorneys.

It was understood that the brotherhood leaders explained many intricate features of their present wage scale system, being particularly anxious that the government attorneys understand their mileage payment system, which is to play such an important part in the suits.

Automobile Stolen.

Temple B. Roy, 10 Grove Avenue, reported to the police last night that his automobile, a five-passenger Buick, had been stolen from the corner of Eighth and Broad Streets last night between 8 and 10 o'clock.

Want Fresh Blood Put in Admiralty

English Papers Declare Board Strangely Unaffected by Changes Due to War.

(By Associated Press.)

LONDON, November 20.—There has been growing criticism of the Admiralty lately, owing to the recent channel raid and the increase of submarine operations. The Post, Mail and Star commented pointedly on this subject last week, and the Daily Telegraph this morning in a long editorial says that the Admiralty is strangely unaffected by changes due to the war. It adds that the nation's faith in Admiral Jellicoe's fleet is unimpaired, but that the hostilities have brought unforeseen developments notably in submarines, mines and aeroplanes, all of which developments are operated by Germans in the prime of life.

"It is not surprising," says the paper, "if the officers forming the Admiralty board, trained in a very different school, should be somewhat imperfectly versed in these days of naval revolution. It is perhaps inevitable that the nation should wonder whether the Admiralty would not gain were fresh blood introduced into its deliberations."

"Above all things," the nation needs a board of Admiralty open to new methods. Would it not be well if seamen fresh from the sea, experienced in the phase of warfare now being pursued by the enemy, were given a commanding voice in our naval affairs?"

CITY WILL APPEAL RAILWAY TAX CASE

(Continued From First Page.)

erty so reported, and shall assess the same.

PRESENT ASSESSMENT ON FLAT RATE PER MILE

"In compliance with this law, the railroads have reported the mileage of first track, of second track (which two are sometimes designated as double track), and also the mileage of side tracks. In this assessment recently sent out to certain of the more important roads of the State, to wit: the Atlantic Coast Line, the Carolina, Glenoid and Ohio; New York, Philadelphia and Norfolk; Norfolk and Western; Richmond, Fredericksburg and Potomac; Seaboard Air Line; Southern Railway; the Virginia Railway and Washington Southern Railway have all been assessed on the dead level of \$20,000 per mile for first track, and \$10,000 per mile for second track. With the exception of the Carolina, Glenoid and Ohio Railway and the Virginia Railway, which are roads which have begun to operate within the last few years, in my judgment, the assessment placed, of \$20,000 and \$10,000, respectively, is inadequate. The roads are commonly designated as standard roads, and it is assumed that they are of the same value. The word 'standard,' I apprehend, in the early days of the assessment of railroads, was used to draw a distinction between standard, or broad-gauge and narrow-gauge roads. Used in any other sense, it is vague and indefinite. These roads vary in value. They may be grouped into three classes: first, roads operating east and west, to wit: the Chesapeake and Ohio, Norfolk and Western and the Virginian; second, roads operating north and south, to wit: Atlantic Coast Line, Seaboard Air Line and Southern Railway companies; third, roads that, though of short mileage, are fed by two or more other roads, to wit: New York, Philadelphia and Norfolk; Richmond, Fredericksburg and Potomac and Washington Southern.

DIFFERING VALUES OF RAILROAD PROPERTIES

"In comparing the roads of the first class, the Chesapeake and Ohio and the Virginian are not paying any dividends on their common stock.

"The Norfolk and Western, after retaining a handsome reserve, pays annually at least 6 per cent dividends on its common stock.

"The stock of the Chesapeake and Ohio Railway is quoted in today's (November 9, 1916) Times-Dispatch at 65.

"The stock of the Virginian Railway is not quoted at all.

"The average stock quotations of the Norfolk and Western for twelve months have been more than 120.

"The average stock quotations of the Chesapeake and Ohio Railway for the current twelve months does not average over 55.

"This is the judgment of the investing public as to the comparative value of these roads, and is worthy of great respect, for stock represents title to and control of the property.

"If the Virginian Railway, a comparatively short road, running from Deepwater, in West Virginia, to Chesapeake Bay, a road that has only been in operation for six or eight years, with traffic undeveloped and paying no dividends to its stockholders, should be assessed at \$20,000 per mile, surely the Norfolk and Western Railway, paying handsome dividends, holding in its treasury large reserves, an old established road, its stock above par in the market, should be assessed at more than \$20,000 per mile.

MARKET QUOTATIONS SHOW ACTUAL VALUE

"Comparing the roads of the second class, the Seaboard Air Line Railway and the Southern Railway pay no dividends to their stockholders.

"The market quotation of the Southern Railway stock today is 28 to 29, and of the Seaboard Air Line Railway, 17 to 18-1/2; while the Atlantic Coast Line Railway pays a dividend on common stock of at least 5 per cent, and its stock is quoted today at 121 to 122.

"If the Southern Railway and the Seaboard Air Line be assessed at \$20,000 per mile, surely the Atlantic Coast Line Railway should be assessed at more.

"Of the roads of the third class, the New York, Philadelphia and Norfolk Potomac Railroad, after issuing a stock bonus to each one of its shareholders, recently, pays a dividend of 9 per cent, which, without being applied to stocks issued as a bonus, would make the dividends on the stock formerly outstanding about 12 per cent. It appears that the stocks of both of these companies are so valuable that none is being offered on the market. This last

statement is also true of Washington Southern stock.

"All of these roads are fed by two or more other roads. The roads that concentrate at Norfolk deliver to the New York, Philadelphia and Norfolk Railroad for further shipment. The Atlantic Coast Line and Seaboard Air Line deliver to the Richmond, Fredericksburg and Potomac. The Richmond, Fredericksburg and Potomac delivers for all three to the Washington-Southern. Also the Chesapeake and Ohio and Southern railways are tributary to the Washington-Southern at Alexandria. Surely, if the Virginian Railway and Seaboard Air Line Railway should be assessed at \$20,000 per mile, these three roads in class three are worth more.

VALUES PLACED BY OTHER STATES ARE PERSUASIVE

"Values placed upon roads in other States are at least persuasive.

"The Chesapeake and Ohio Railway in West Virginia has first track 205.35 miles of road, branch lines, 528.45 miles; in the aggregate 733.80 miles, assessed on an average of \$26,335 per mile.

"It has 475.29 miles of first track in Virginia, assessed at \$20,000 per mile; a number of branch lines, in the aggregate 1141.12 miles, assessed at varying amounts from \$2,000 to \$12,000 per mile. If the total mileage of first track were taken (731.37), including said branches, the average assessment would be materially less than \$20,000 per mile.

"The Chesapeake and Ohio Railway has in West Virginia 193.71 miles of second track, assessed at \$10,000 per mile. It has in Virginia 131.55 miles of second track, assessed at \$10,000. It has in West Virginia 320.14 miles of sidetracks, assessed on an average of \$9,174 per mile. It has in Virginia 408.55 miles of sidetracks, most of which for 1915 and preceding years did not figure in making the assessment at all, and for the current year, 1916, only about one-half the figures, and that to the extent of \$1,000 per mile, which just about covers the value of the lands on which said sidetracks are laid.

"The Norfolk and Western has in West Virginia 327.8 miles of first track, of which 210.23 miles is on the main line and 217.63 miles is first track of branch lines. The average assessment for the entire first track, 522.78 miles, including branches, is \$37,239 per mile.

NORFOLK AND WESTERN ASSESSED HIGHER IN W. VA.

"The Norfolk and Western Railway has in Virginia 1196.81 miles of first track, of which 423.40 miles is assessed at \$20,000 per mile. The remainder of first track on branch lines, 673.41 miles, is assessed at figures varying from \$3,000 to \$16,000 per mile. The average assessment of the entire 1196.81 miles of first track is materially less than \$20,000 per mile.

"The Norfolk and Western has 120.55 miles of second track in West Virginia, assessed at \$11,150 per mile. It has in Virginia 274.75 miles of second track, assessed at only \$10,000 per mile. It has in West Virginia 402.91 miles of sidetracks, assessed on an average of \$12,250 per mile. In Virginia it has 647.93 miles of sidetracks, of which only a small proportion was considered at all in the assessment of 1915 and preceding years, and in 1916 not more than half the figures, assessed at all, and that only to the extent of \$1,000 per mile, which just about covers the value of the land on which said sidetracks are laid.

"The total mileage of all tracks, including sidetracks, of the Chesapeake and Ohio Railway in West Virginia, is 1,247.73. The aggregate assessment on this roadbed and tracks in West Virginia is \$30,659,689. The average assessment per mile on all tracks, including sidetracks, is \$24,577.

"In Virginia the Chesapeake and Ohio Railway has 1,231.87 miles of all tracks; aggregate assessment of roadbed and all tracks in Virginia, \$14,610,000, making an average assessment of \$11,858 per mile. The total assessment of the Norfolk and Western in West Virginia on roadbed and all tracks, including sidetracks, is \$26,434,611, which entire trackage, including sidetracks, is 1,902.32 miles, assessed at an average of \$25,567 per mile.

"The entire trackage of the Norfolk and Western Railway in Virginia, including sidetracks, is 2,123.61 miles. The entire assessment of roadbed and tracks is \$21,412,575, giving an average assessment of all tracks of \$10,063 per mile, less than one-half the average assessment of mileage in West Virginia."

EVIDENT THAT STANDARD VALUE THEORY NOT TENABLE

"The statement goes on to give the figures relating to the roads of the State and demonstrates, for illustration, that the Washington-Southern is assessed less than the Seaboard or the Virginian railways. In conclusion, Judge Wingfield writes:

"It is evident that the theory of assessment of these roads on the same level of value as standard roads is not tenable. It works discrimination among the railroads of the State. It deprives the localities, cities, towns and counties of revenue to which they are entitled. The Constitution, section 176, provides for the ascertainment of the value of these properties, to be taxed for State, county, city, town and district purposes at such rates of taxation as may be imposed by them respectively from time to time upon the real estate and personal property of natural persons.

"Based on as careful study as I could give, I am forced to the conclusion that the great railroads of the State are not adequately assessed according to the intrinsic value of the properties, and especially do I think that the sidetracks of these railroads, which have for the most part escaped taxation for 1915 and preceding years, should be examined by a competent large and expert assessment put on them, as required by the Constitution and the law.

"While I am disposed in all small matters to yield to a majority of my two associates, in a matter of such importance as this I must stand firmly upon my convictions, and therefore I refused to sign the certificate of the 1915 assessment. I have already filed, to be preserved as a matter of record, a bald statement of my votes in making these assessments, but I feel that it is due to my associates, due to myself, and due to the public interests that I should file this statement and ask, as I do, that it may be made a matter of record."

POLLARD TO FILE APPEALS IN CIRCUIT COURT

"As soon as he observed the startling discrepancies in the assessment figures brought out more vividly by Judge Wingfield's dissertation, City Attorney Pollard immediately put the machinery in motion to prepare his appeals, and he now only awaits the completion of the tasks assigned to the City Engineer and the City Accountant to file them.

"If other cities, as well as towns and counties, decide to appeal, as Mr. Pollard is confident they intend to do, they must also petition the Circuit Court of Richmond, being at the seat of the State government, it is provided by law that appeals of this character must be brought before this court.

"Added interest is given the situation by the fact that the complexity of the membership of the Corporation Commission has recently changed, brought about by the resignation of Judge Pender, appointed by Governor Stuart to the Supreme Court of Appeals, who was succeeded on the commission by Christopher B. Garnett, just elected chairman.

services and accompany the body to Norfolk, leaving here tomorrow morning at 9 o'clock.

Mrs. Ardenna C. Adams.

(Special to The Times-Dispatch.)
LYNCHBURG, Va., November 20.—Mrs. Ardenna C. Adams, aged eighty-seven years, died on Sunday evening at the residence of her son, R. K. Adams, after a long illness. Mrs. Adams was a daughter of the late J. I. and Sarah J. Loving of Nelson County. For a number of years she had been a resident of Lynchburg.

Mrs. Adams is survived by one son, R. K. Adams, Lynchburg, and two daughters, Mrs. E. S. Swartz, Lynchburg, and Mrs. M. H. Boston, Lexington. She has several brothers and sisters living.

Mrs. Ellen Sayre.

(Special to The Times-Dispatch.)
HEATHSVILLE, Va., November 20.—Mrs. Ellen Sayre, aged eighty-three years, died at her home, near Lodge, on Monday. Burial was at Henderson Methodist Church, services being conducted by Rev. S. E. Lucas. Mrs. Sayre is survived by two sons and a daughter, A. Sayre, of Gallop, and Sayre and Mrs. William Dawson, of Lodge.

Mrs. Sayre was a member of the Methodist Church, and was a devoted wife and mother.

Annie B. Bellows.

HEATHSVILLE, Va., November 20.—Mrs. Annie Bellows, wife of Captain Joseph E. Bellows, of Ocean, died suddenly on Thursday. Mrs. Bellows was born in 1856, and was the daughter of the late William and Sophronia Tolman, of Lancaster County, Va. Besides her husband, she is survived by seven daughters, Mrs. R. H. Humphreys, Mrs. T. W. Moore and Misses Gertrude, Fannie, Nina, Ruby and Margaret Bellows; one son, William Lorenzo Bellows; one brother, John Wesley Tolman, and four grandchildren. Interment was in White Stone Methodist Cemetery.

J. E. Henle.

FREDERICKSBURG, Va., November 20.—J. E. Henle, agent of the Southern Railway at Haymarket, Prince William County, died last night at his home. The funeral will be held on Tuesday with Masonic ceremonies.

Edward Alexander Moore.

(Special to The Times-Dispatch.)
LEXINGTON, Va., November 20.—Edward Alexander Moore, aged seventy-four years, who died on Saturday at Pocomoke City, Md., was buried in Lexington today. He was the son of the late David E. Moore, for many years Commonwealth's attorney for Rockbridge. He served in the Confederate army as a member of the

Rockbridge Artillery, Stonewall Brigade, and was twice wounded. For many years he was a dealer in coal, wood and farming machinery in Lexington. Surviving him are Mrs. Moore and one son, Edward M. D. Moore, of Pocomoke City, also one brother, David E. Moore, and three sisters, Mrs. A. L. Nelson, Mrs. A. T. Barclay and Miss Sarah Moore, all of Lexington.

George W. Broadus.

(Special to The Times-Dispatch.)
FREDERICKSBURG, Va., November 20.—George W. Broadus, a Confederate Veteran of Caroline County, died at his home a few days ago. He was eighty-one years old, and served in Company F, Thirtieth Virginia Infantry.

Mrs. Martha J. Kniceley.

(Special to The Times-Dispatch.)
DAYTON, Va., November 20.—Mrs. Martha J. Kniceley, seventy years old, died on Saturday night near Dayton. She had been an invalid for fifteen years. She leaves six children and three brothers, including George Kniceley, of Spring Creek. She was a Mennonite.

Dr. Joseph Dunnen.

(Special to The Times-Dispatch.)
FROST BOY, Va., November 20.—Dr. Joseph Dunnen, a Confederate Veteran, aged eighty-eight years, died today at the home of his daughter, Mrs. Oberlander, after a short illness. He is survived by three daughters and three sons, living in Warren County.

W. A. Beasley.

(Special to The Times-Dispatch.)
PETERSBURG, Va., November 20.—William A. Beasley, a well-known citizen, formerly deputy high constable, died last night at his home in West Street. He was about seventy years old, and long had been in ill health. He is survived by his wife, three sons and four daughters, all of the city, except a married daughter, who lives in Baltimore.

VILLA'S SECOND WIFE DEAD

Woman Who Was Ordered Deported From El Paso, Expires In Guadalajara, Mexico.

(By Associated Press.)

EL PASO, TEX., November 20.—Mrs. Juana Torres de Villa, who claimed to be the second wife of Francisco Villa, died recently in Guadalajara, Mexico, according to a letter received here.

Mrs. Villa lived in Los Angeles, Cal., after Villa took the field as a bandit. Later coming here at the time of the Carrizal affair in June. She was ordered deported and left for Chihuahua City. Mrs. Luz Corral Villa, who claims to be Villa's first wife, is understood to be in Havana, Cuba.

DEATHS IN VIRGINIA

Mrs. Sarah Elizabeth Hunter, widow of Thomas C. Hunter, a veteran of the War Between the States, died yesterday morning at 5:20 o'clock in the home of her niece, 215 North Eleventh Street. She is survived by one son, Jonathan Hunter, and by five grandchildren, of Princess Anne County, two brothers, Judge J. M. Keeling, of Virginia Beach, and John P. Keeling, of Norfolk; five nieces, Misses Mattie and Eliza Hunter, of this city, and Miss Camp Keeling, of Norfolk; three nephews, William N. Hunter, of Annapolis, Md., and George W. and Ernest M. Hunter, of Richmond. Mrs. Hunter was in the seventy-eighth year of her age.

The funeral will take place from the Eastern Shore Chapel, Ocean, tomorrow afternoon at 2 o'clock. Interment will be in the church cemetery. Rev. J. C. Cornick, assisted by the Rev. J. W. Morris, D. D., rector of Monumental Episcopal Church, will conduct the service.

DEATHS

GOODALL.—Died, at the Johnston-Willis Hospital, last night, at 9 o'clock, CHARLES PARKER GOODALL, of 131 North Twenty-first Street. Funeral notice in 24.

TOO LATE TO CLASSIFY

WANTED: A colored servant. Apply 420 West Broad Street.

STRAYED: from 217 West Grace Street, male fox terrier, black and tan head, body white with black spot on right side (owner's name on collar). Liberal reward if returned to his owner or for information leading to his recovery. Phone 1444, 2191.

Kessler's

STYLES OF TOMORROW SHOWN TODAY

122 East Broad

SHOES

COMFORT—STYLE—SERVICE.

FALSTON New Fall Styles.

Geo. E. Shuman Sells Them

631 East Broad.

RALSTON BOOT SHOP.

TODAY'S BEAUTY HINT

It is not necessary to shampoo quite so frequently if your hair is properly cleansed each time by use of a really good shampoo. The easiest to use and the quickest of all shampoos that we can recommend to our readers may be prepared very cheaply by dissolving a teaspoonful of canthox, obtained from your druggist, in a cup of hot water. This rubbed into the scalp creates a thick lather, soothing and cooling in its action, as well as beneficial to scalp and hair. After rinsing, the scalp is fresh and clean, while the hair dries quickly and evenly, developing a bright luster and a soft fluffiness that makes it seem very heavy.—Adv.

LECTURE!

FIRST CHURCH OF CHRIST, SCIENTIST

IN RICHMOND, VIRGINIA, ANNOUNCES

A Free Public Lecture On Christian Science

By FRANK BELL, C. S.

Member of the Board of Lectureship of THE MOTHER CHURCH, THE FIRST CHURCH OF CHRIST, SCIENTIST, In Boston, Mass.

In the

ACADEMY OF MUSIC

TUESDAY NIGHT, NOV. 21ST, AT 8:30 P. M.

YOU AND YOUR FRIENDS ARE CORDIALLY INVITED TO BE PRESENT.

LECTURE!

FIRST CHURCH OF CHRIST, SCIENTIST

IN RICHMOND, VIRGINIA, ANNOUNCES

A Free Public Lecture On Christian Science

By FRANK BELL, C. S.

Member of the Board of Lectureship of THE MOTHER CHURCH, THE FIRST CHURCH OF CHRIST, SCIENTIST, In Boston, Mass.

In the

ACADEMY OF MUSIC

TUESDAY NIGHT, NOV. 21ST, AT 8:30 P. M.

YOU AND YOUR FRIENDS ARE CORDIALLY INVITED TO BE PRESENT.

ACTIVE, LIGHT, CARRIES 7---AND ONLY \$1280

But only for just a few days more at \$1280. On and after December 1, \$1350. Like a good horse a 7-passenger 6-30 Chalmers is "light on its feet." Weighs only 3005, which means economy plus. Quality throughout.

(All prices f. o. b. Detroit)

ALSOP MOTOR CO.

114 West Broad Randolph 2672 Richmond, Va.

CHALMERS MOTOR CO. Detroit, Mich. U.S.A.

SPLITS are now on sale and can be obtained at all first-class Hotels, Bars and Restaurants.

ASK FOR CELESTINS

CELESTINS (FRENCH REPUBLIC PROPERTY) Natural Alkaline Water

ASK FOR CELESTINS

ASK FOR CELESTINS

ASK FOR CELESTINS

ASK FOR CELESTINS

ASK FOR CELESTINS

ASK FOR CELESTINS

ASK FOR CELESTINS

ASK FOR CELESTINS